

General Scott enlisted in the Georgia National Guard and finally received an appointment to West Point by President Hoover in 1928. Upon graduation from West Point, he used the summer to sail to Europe. He bought a motorcycle in France, and motored across Europe and Asia turning around at Mt. Ararat. After returning from leave, he was assigned to the U.S. Army Flying Center at Randolph AFB, TX. He won his wings on October 17, 1933, and went off to his first assignment at Mitchell Field, NY.

In 1934, President Roosevelt canceled commercial air mail contracts and gave the duty to the Air Corps. General Scott immediately volunteered and flew airmail in an open cockpit plane through the "Hell Stretch"—as it was known then—from Newark, NJ, to Cleveland, OH. He then served a tour of duty at Albrook Field Panama. He became a flying instructor after that and advanced from lieutenant to lieutenant colonel during the expansion program prior to World War II.

When World War II broke out, General Scott—at age 33—was running the largest flight training academy in the country—Cal Aero Academy in California. To his dismay, he did not receive orders to go fight and wrote numerous letters begging to be assigned to a combat flying unit. He was told he was too old to be a fighter pilot and he needed to stay in his job training younger pilots.

Finally one night, he received a call from the Pentagon. An intelligence officer asked him if he had ever flown a B-17. "Scotty" immediately said yes even though he had never flown the four-engine bomber. His reply got him assigned to a secret Task Force Aquila to fly B-17s to China to bomb Japan. Flying days across the Atlantic, Africa, the Middle East and finally to China, he received the news upon landing that the mission was scrubbed because the Japanese had captured their planned take-off bases in the Philippines.

He was assigned instead to fly Gooney Birds—C-47 transports—over the Himalayas bringing fuel and supplies from India to combat bases in China. Soon, General Scott, then a colonel, met GEN Claire Chennault, commander of the American Volunteer Group in China known as the "Flying Tigers." General Scott convinced him to let him use a P-40 to fly escort missions for the transports and soon was flying daily combat missions in addition to escort duty. In his first month of combat, he logged 215 hours of flight time and soon became a double "ace" with 13 confirmed aerial victories—he says it was really 22.

On July 4, 1942, at the request of Generalissimo Chiang Kai-shek, General Scott was given command of the 23 Fighter Group of the China Air Task Force, the Army Air Force unit activated with remnants of the Flying Tigers, later to become the 14th Air Force.

In January 1943, he was ordered back to the United States to make public relations speeches to war plant personnel. He wrote the best seller, "God Is My Co-Pilot," and served as technical advisor to Warner Brothers in making a movie based on the book. The World Premiere was at the Grand Theater in Macon, GA, in 1945.

After the war, General Scott served in the Pentagon on a task force to win autonomy for the Air Force from the Army which occurred in September of 1947. In that year he was given command of the Air Force's first jet fighter school at Williams Field, AZ. He then moved to Europe in 1950 to command the 36th Fighter Wing at Furstenfeldbruck, Germany. In 1954, after graduating from the National War College he was promoted to brigadier general and assigned as Director of Information for the U.S. Air Force, retiring in 1957.

After retirement, he pursued his lifelong dream to walk the Great Wall of China. Writing over 300 letters in 2 years to ask for official permission, General Scott signed on for a package tour to just get inside China. While there, he managed to get a visa and travel permit and in 93 days, with a 70-pound backpack including 1,200 oatmeal cookies he baked himself, he walked the 2,000 miles of the Great Wall to complete Marco Polo's trip that had fascinated him for 57 years. On a 9,000 foot mountain overlooking Kunming, China—General Chennault's home base in World War II—he left an engraved stone memorial to his former boss: GENERAL CLAIRE LEE CHENNAULT. WE, YOUR MEN, HONOR YOU FOREVER.

In 1976, with special permission from General Gabriel, U.S. Air Force Chief of Staff, he flew an F-16 "Falcon" fighter. Ironically, his first military airplane had also been Falcon, a Curtiss O-1G fabric covered biplane.

In 1986, General Scott came to Warner Robins for the unveiling of an exhibit of his memorabilia at the Museum of Aviation. He was asked to stay and the next year moved to Warner Robins to become the head of the Heritage of Eagle Campaign which ultimately raised \$2.5 million to build a 3-story Eagle Building at the museum.

In 1988, General Scott released his autobiography entitled "The Day I Owned the Sky." That year, at age 82, he was cleared to fly in an Air National Guard F-15 Eagle from Dobbins Air Force Base in Marietta, GA. Two years later, he again flew the Eagle—this time at Robins Air Force Base in Warner Robins, GA. On April 2, 1997, in celebration of his 89th birthday, General Scott flew his last flight in a B-1 bomber assigned to the 116th Bomb Wing at Robins Air Force Base. His flight log closed with over 33,000 hours in the air—a record which few pilots have ever reached.

General Scott leaves a daughter, Robin Fraser who lives in Bakersfield, CA, a grandson, three granddaughters

and several grandchildren. Scott's wife of 38 years, Kitty Rix Green, of Fort Valley, GA, died of cancer in 1972. General Scott will be greatly missed by his family, his community, and his many friends over the course of his long and distinguished military and civilian career. He is a great American and I am extremely proud to call him a friend.●

HONORING THE LATE ANNE BRUNSDALE

● Mr. COLEMAN. Mr. President, I would like to pay tribute to Anne Brunsdale, a Minnesota native and former chairwoman of the International Trade Commission who died of Alzheimer's disease on January 20 at a nursing home in Denver. She was 82.

Ms. Brunsdale was born in Minneapolis and received a bachelor's degree in political science in 1945 and a master's degree in Far Eastern area studies in 1946 from the University of Minnesota. She received a master's degree in comparative government in 1949 from Yale University.

In 1950, she moved to Washington to work for the CIA. Following the CIA, Anne was a resident fellow of the American Enterprise Institute for Public Policy Research and Managing Editor of Regulation, a bimonthly magazine published by the institute, where she worked closely with its two university-based editors, Antonin Scalia and Murray Weidenbaum. Under her guidance, Regulation became an influential publication in policy debates concerning government regulation of the energy, transportation, and communications industries.

In 1985, President Reagan appointed Anne to the International Trade Commission where she served from 1986 to 1994, including a term as chairman from 1989 to 1990. She retired in 1994.

Anne was a much loved member of a group of friends made up mostly of political scientists and public intellectuals that were notable for being both high-powered and bipartisan.

Anne's survivors include a sister, 9 nieces and nephews, 17 great-nieces and nephews and 5 great-great nieces and nephews.

Mr. President, Anne Brunsdale will be remembered by friends and family with memorial services in Colorado and Minnesota. I extend my sympathy to them during this time.●

IN MEMORY OF JIM ROBB

● Mr. SALAZAR. Mr. President, I rise today to honor a great man from Colorado, Jim Robb. A memorial celebration was held for him earlier this year and I ask for unanimous consent that this letter celebrating his life be printed into the RECORD.

The letter follows.

January 23, 2006.

DEAR FRIENDS: I wish I could be with you personally today to honor Jim Robb.

Colorado lost a remarkable advocate with the death of Jim Robb on February 20, 2005